NEW BUSINESS FEATURE OF THE METROPOLIS.

The Rallroad Ticket and Freight Offices of Broadway-Rise and Progress of the Busi-ness-Its Object and What It Has Accomplished-Modu Operandi-Sketches of the

One of the many evidences that New York city is that commercial centre of the country is apparent in the fact that all the principal railroads of the United States find in necessary to have direct representation here for the en-gagement of passengers and freight.

The attention of the intelligent pedestrian through Broad way must ately have been attracted to the increasing num ber of these spacious ticket offices, whose glaringly letter ed windows are so frequently seen on our great thorough fare. Their establishment is quite recent, comparatively speaking, and was a necessity to supply the inexorable demands of trade. But a few years since merchants visit-ing this city and purchasing here found great difficulty in getting their goods to their various destinations in the far West, owing to the loose and miserable management of the West, owing to the loose and misorable management of the railroad companies in making connections. Goods were thus often delayed on the passage or lost, involving in either case extensive damages to the owner. This, of course, injured our trade immensely, and led the Western merchants to purchase nearer home. The express companies were established to obviate all this, and so well did they succeed that they grew and multiplied, and now form one of the most important branches of business, and are indispensable to the widely separated buyer and seller. These express companies, by means nce in the carrying of freight, secured regularity n the transmission and delivery of goods, and have also a certain reputation for safety. They were and are a great convenience to the country, permeating the several States like the veins and arteries of the human body and obtained and still hold a high place in the confidence of the merchants, both sending goods to and carry-ing them from New York. All sorts of packages, from a daguerreotype to an elephant, are freely and safely car ried, and receipts given for them to secure the parties from loss. The railroad companies themselves were for a long time satisfied with this arrangement, and willing to allow freight to pursue its natural channels. But, from the growth of competition in the carrying trade, and perhaps from a little jealousy of the increasing business of the express companies, or to make a show of doing busi-ness directly with the shippers, some of the roads initiated the establishment of an office in New York to secure to them as large an amount as possible of the passenger and freight business. This claim became necessary in consequence of the various routes by which an extreme point West or South might be reached, having their favorites and friends here in an informal way as it were; and it was believed that being directly represented they could the more carefully and certainly secure their proportion of the business.

other roads, in turn, were of course obliged to come into the arrangement, until now nearly every prominent road in the country has an acknowledged representation for the securing of passengers and freight in New York, capable of contracting for the conveyance of both, either way. The plan is simply for different interested roads to combine, and jointly pay the expense of renting an office, salarles of clerks, printing, advertising, and all necessary outlay; and thus far it has been found to pay well.

The grand result of this movement has been to secure to passengers through tickets by any route over different roads in connection with each other, and to shippers a through bill of lading to any point. Instead of, as in the old way, going to the respective depots of the railroad companies, passengers can now buy at the New York offices tickets in the shape of a series of coupons, each of which is good for a passage over its respective road, the traveller having no trouble but to get into the cars and drop the coupons as required. So also with freight; goods livered here are receipted for all the way to the points of their destination, securing the shipper against loss, with nothing to pay until they are received.

The character of the different ticket and freight offices, so numerous in the principal streets, may be divided into the regular express offices; and third, the commission offices, which receive from the roads a per centage on all the passenger and freight business which they can control for the respective companies. These second and third classes are so numerous that we do not propose to give them more than a passing notice, but design to confine this article to what we understand to be the regular rail-road offices—meaning no disparagement to others not named, and without the most distant idea or intention of injuring, or in any way affecting their business. It is not intended to convey the idea that these railroad offices are superseding the express companies, as, in the carrying of light packages, goods to be paid for on delivery and th collection of drafts or notes, the express companies do nearly all the business; but by bringing themselves in direct contact with the shipper, and studying his conve nience by taking goods from his door, and delivering them at the door of his customer in a distant place, the railroad companies now carry a large amount of heavy freight, which for a long time has been carried by the excompanies exclusively, acting as it were as the agents of the railroads.

All of the railroad offices referred to are southered along Broadway, from Cortlandt to Chambers street, and uni formly present attractions to the passer by in the shape of profese lettering and handbills, setting forth in large type and large showbills calling the attention of the public to the advantages of the various routes. Information is readily obtained, and generally any inquiries as to the Most of them have little guide books, given gratis for the convenience of travellers. The great point, however, is to secure the freight business, and it is for this purpose—to catch the eyes of merchant visiters to the city—that the most prominent localities are selected.

Each office has obviously for its first endeavor to sel venience of the passenger or shipper, enters into an arrangement with other connecting roads by means of which through tickets are given, the road selling the Western and Detroit and Milwaukie office, corner of Cham bers street and Broadway, soils through tickets, for in-stance, from New York to Chicago, over the New York Central, or New York and Eric roads, connecting with the Great Western and Detroit and Milwaukie, and those roads in return have the benefit of the services of passengers and freight coming from Chicago over the Detroit and Milwaukie or Great Western, who in turn accommodate their customers by sending them over the New York and Erie, or New York Central, as they may prefer. In this way they study each other's interests in consulting their own, and the travelling public has an accommodation

THE MICHIGAN CENTRAL AND CONNECTIONS. The large office on the northwest corner of Browlway and Cortlandt street is sustained by the Michigan Con tral, Illinois Central, Galena and Chicago, Chicago, Burlington and Quincy, Hannibal and St. Joseph, an Burlington and Missouri roads, which jointly pay the exsince, under the direction of Mr. Darius Clark, who now controls it. Tickets are sold here direct to Chicago, Lezvenworth City, Pike's Peak, Rock Island, Carco, St. Jo. seph and New Orleans, and all other important towns West, Northwest and Southwest. Through tickets to all these points may be bought at this office, and engagements also made for freight. All lossess or damage to freight are promptly adjusted here and at Colcago. Among the inducements prominently held out are those of wide cars, sleeping cars, no dust, no rechecking of bug. gage, and few and easy changes." Travel or freight fo Hilmois, Wisconsin, Iowa, Missouri, Kansas, Nebraska, and all points on the Missouri and Mississippi, leave New York via the New York and Erie or Hudson River roads, or the People's Line of stoamers, connecting at Suspension Bridge or Buffalo with the Great Western Railroad, at Detroit with the Michigan Central, and as Chicsgo with all points North, West and South. The main object of the office is of course to sell tickets over all the with the agents to sell a man tickets over any roads ha pleases, so long as he patronises one or more of the roads represented in the office. On these outside tickets for their connections no commissions are received, and the favor is reciprocated by the other offices in turn. The passenger business of this office is estimated at about \$150,000 annually, and the freight business at two or three times that rum. It claims to be the first office of the kind established in this city.

THE LAKE SHORE AND MICHIGAN SOUTHERN At the corner of Dey street and Broadway (No. 193) is the office of the Lake Shore and Michigan Southern lines, The two former sustain the office, but through tickets and bills of lading are given to Ceveland, Cincinnati, Chicago, Milwaukie, Cairo, St. Louis, St. Joseph, and all points West and Southwest Passengers and freight leave by New York and Erie and Hudson

River Railroads, and People's and Merchants' lines of boats, making direct connections with express other trains as required. They connect at Cleveland with trains for Springfield, Dayton, Indianapolis, Cincini Louisville, St. Louis, and all points South, and at Toledo with trains of Wabash and Western Railroad, and all points on the Wissouri. Among the inducements held out to passengers are patent sleeping cars on through Passengers or freight may go by any connection with the Michigan Southern to points on their roads and beyond and they advertise "passengers may stay over at any point, and no charge for handling baggage." Mr. John F. Porter is the general agent, and says the office has been established about six years. The receipts from sales of tickets are estimated from \$75,000 to \$100,000 per year. This road is south of the Michigan Central.

WATERTOWN, ROME AND CAPE VINCENT RAILROAD. The office of this company is at No. 197 Broadway. The business is mainly in freights destined to Canada Potsdam and Ogdensburg, connecting with the Grand Trunk Railroad at Kingston, the Ottown and Prescott Railroad to Ottowa, the Watertown and Potsdam Railroad at Watertown, the Coburg and Petersburg Railroad at Coburg, and the Port Hope, Lindsey and Peterboro' Railroa at Port Hope. They claim to be the shortest route to Chi Collingwood via Cape Vincent, on their canal, railroad and steamboat line. The office has been opened in this city about two years, and Mr. G. B. Benjamin is the general agent. The annual sale of passenger tickets is estimated at about \$5,000, and the freight business is estimated at about \$40,000, and increasing.

PENNSYLVANIA CENTRAL RAILROAD.

The office of the Pennsylvania Central Railroad for passengers and freight is at No. 2 Astor House, where it has been located about five years. Mr. J. L. Elliott is the agent. Tickets are sold here to Cincinnati, Chicago, and all points West and Northwest over the Pennsylvania Central road, and they claim to be the most direct route to the new Pike's Peak gold mines, as well as to Cleveland, St. Louis, Milwaukie, Jefferson City, St. Paul, Chicago, St. Joseph, and all towns West. As is the custom with the other offices, they sell through tickets from this city by any route to their road, and by any other road connecting with them. They connect at Pittsburg, Pa., with the Pitts-burg, Fort Wayne and Chicago road, which they claim to be as pearly as possible a bee line from New York. Ever berths and meals may be secured here for boats on the Mississippi. Tickets on this route are also sold at No. 8 Battery place, and at the New Jersey Railroad Office, foot ndt street, but the Broadway office is the principal one. The ticket receipts are estimated at \$290,000 annually, and freights much more.

BALTIMORE AND OHIO RAILROAD. The office of this company is at the northwest corner of Barclay street and Broadway. It claims to be the shortest route between Boston, New York, Philadelphia, Baltimore and Washington, and they call it the great national rout between the Fast and West. They claim that its connec-Wheeling, Benwood and Parkersburg, give it superior attractions; that it is the only railroad by which direct communication with Washington can be had from the Fast and West, and that its accommodations for travellers and beautiful scenery give if superior advantages. Through tickets and bills of lading are given over any route to their road and beyond it, and their freight business is very large. A daily line of steamers connects with the Cincinnati, Louisville, Evansville, St. Louis, Cairo, &c. roughly estimated at \$200,000 annually. The office has been established in its present location about five years, and claims, among its other benefits, to be a direct route

NEW YORK CENTRAL RAILROAD. e of this company has just been removed to No. 239 Broadway, corner of Park place. It is the well known route, via Hudson river, Albany, Utica, Syracuse, Rochester and Buffalo, to Suspension Bridge, connecting with the Great Western Rallway, or via Lake Shore Railroad and Lake Huron Railroad, for all points West, Northwest and Southwest. Through tickets are sold over any connecting roads to or from them, and, like the others. they claim to be the most direct route from the East to the great West. Passengers may reach their road by the Hadron River Railroad or steamboats, and leave it by any of the great Western roads with which they connect, having baggage checked clear through. A great many and Erie, and Pennsylvasia Central. The office has been ly located at the corner of Park place and Broadway. Mr. John H. Moore is the agent, and the ticket sales are esti mated at \$150,000 to \$200,000 annually.

THE NEW YORK AND ERIE RAILROAD. Complying with the general movement, the New York and Eric Railroad have established a branch office at No. 193 Broadway, where tickets are sold for the entire length of their line, and connections to Buffalo, Canada West, Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Tennessee, Missouri and Louisiana. The arrangements are similar to those of the above mentioned roads. The gentleman in charge declined to give any estimate of the ticket sales or receipts.

DETROIT AND MILWAUKIE AND GREAT WESTERN

RAILROADS.
These companies have lately opened an office at the corner of Chambers street, No. 273 Broadway. They join the extreme northern routes to the West, and claim to be send passengers and freight as cheaply to Chicago as the other lines, and nearly as quick. At Milwaukie they connect with all roads-North, West and South. Through tickets may be had over the Great Western Railron the roads on either side, though this office prefers the advantages they offer prompt connections, through bag-gage checks, rapid changes and "tickets good till used." They connect with the roads Northwest and South, and are rapidly growing in public favor. The office was for a a long time under charge of Darius Clark, of the Michigan lity, which may be considered permanent. Mr. E. P. Beach is the agent, and from four weeks experience in this place the annual receipts from tickets are roughly estimated at about \$100,000.

SUMMARY. The above are, we believe, the principal offices of the railroad companies for the sale of tickets and arrange-ments for freight. The Belfontaine road has had an office sometime at No. 9 Astor House, but it will be abandoned on the first of May. The others appear to think that the system is profitable; that it pays the roads by securing them from being controlled by the express companies otherwise be monopolized, and that means are afforded to meet instantly any effort on the part of one road to obtain an advantage by a sudden lowering of fare. At the present time all the roads are depressed by the extremely low rates of fare and freights, which are ascribed to a lack of business freights are now taken to Chicago at sixty to sevent: cents per hundred, when they ought to be, in good times, \$1 45, while canal freights, which ought to be forty-five cents, are down to eighteen cents. So duli is the business, that long routes compete with aborter ones in putting the rates down; and what with the competition and the lack of business, all of the roads are pretty well ron down. Bu reviving business must bring them up along with it, and

will cut one another's throats. ness here are undoubtedly an evidence that New York is the sun of the commercial universe, of which other cities are but the radii, or the satellites, with borrowed bril-What London and Paris are to England and France, New York is to America.

A New Comet Discovered.

[Correspondence of the Detroit Advertiser.]

I have the pleasure to inform you that I discovered a new comet at nine o'clock this evening, near the star numbered 17 in the constellation Lynx. Its right ascension is 6 hours 58 minutes and 33 seconds, and its declination 60 degrees and 57 minutes north.

It has a tail about a quarter of a degree in length, and the nucleus in as bright as a star of the eleventh magnitude.

The observations made this evening show that it is moving west about two degrees and south one degree and any minutes daily.

ANN ARBOR, Mich., April 23, 1859.

Gone Back to Her Nigger.—The Judson girl, whose element from Pontiac with the nigger Joe, some time since, caused considerable talk, is now in Canada living with him, having again deserted her home and friends. On the occasion of her former element her father and brother reclaimed her with great difficulty and took her to Judians, where a divorce was obtained. She went home with them and remained until last week, when she again left, with or without the consent of her parents, and came to Detroit. Crossing the river she found Joe, and they were speedily married for the second time, and are now living in the enjoyment of contubial happiness, Joe having sold his horse and cart and bought some furniture with the proceeds.—Detroit Free Frem, April 29.

INTERESTING FROM THE BAST.

Our Bong Kong Correspondence.

(NITED STATES STRAMSHIP POWHATAN. HONG KONG, Jan. 29, 1859.) The English Assaults on the American Minister and the Chinese and Japan Frenties—The Way the Work was Done-Honor to Wnom Honor is Due-The Japanese Mission to Washington-Arrival of Mr. Keenan, the American Consul.

About twenty years ago I was one among a dozen or more beys who listened to a very excellent story. Your-self and the majority of your readers have, perhaps, heard the same yarn; but as it is applicable to my present object, it may be here repeated. I beg, therefore, that you will listen to its narration once more. We will call it the

Story of a Wolf Dog .-A gentleman in easy circumstances, and the owner of a ane larm, upon which he grazed a flock of sheep, was one

day alarmed by the sight of a large wolf in dangerous proximity to the latter portion of his property. "I will buy me a wolf dog," he extaimed, and chase the rascal into some far country."

The following day, therefore, saw him well mo

gun in hand, and a large deg following, in search of the wolf. Fortune favored the search, and in due time the ntruder was "started." Dog and wolf soon disapchase simply because he had something to run after he was soon distanced. After awhile he crossed the path of a humble neighbor, and asked, hurriedly-

"Have you seen anything of a wolf and dog passing this

"Wal, I have, squire."

" How close was the dog? Was he running well?" "Wai, he were, squire. I rayther guess if anything

It seems that the wolf had turned, and, after one or two

snaps, reversed the tables.

I purpose now to substitute the word "humbug" for "dog," and "rascality" for "wolf," and ask, which is ahead in this present contury of ours-humbug or rascality?

As applied to Eastern affairs—such as have lately been participated in by the Emperors of China and Japan on the one hand, and the four great Powers of the West on the other—this question is particularly difficult of solu-tion. To read the scurrillous and uncharitable abuse our late Minister to China by many English home as well as colonial papers, one would be apt to say—"I rayther guess, if anything, that the wolf is a leetle ahead;" but if, after reading said abuse, he will continue his attention to other publications of the same papers, and see how everything is claimed for Lord Elgin, and nothing granted to Mr. Wm. B. Reed, Mr. Town. send Harris, Baron Gros, and Count Putlatin, he will be as apt to say, all this isn't natural. It is not probable that one man, no matter what his ability, should deserve the credit for everything, while there were four others, all men of note, striving for, in many cases, the same ends. I won't believe it. It is humbug. "I ray ther

ends. I won't believe it. It is humbug. "I ray ther think, if anything, that the dog is a lestle ahead."

Perhaps the greatest curse of the present age is humbug. It penetrates the family circle in the shape of a desire to avoid being outdone by our neighbors, and thus entails debt. It swells around the mysterious frames of scrawny females in the shape of crinoine, and thus decrives the unwary swain. And in diplomacy it is difficult to mention any shape in which it does not intrude, or the extent of the false impressions conveyed to the public mind by as prolific a parent.

While the English press is thus claiming for its noble linister even more than the flon's share of the credit due for the late "exploits of the East," I will send you a few undeniable facts—bare assertions which no one can denywhich, when placed after the English word "claims," in italics, will show vividly how humbug is binding the eyes of the general reader.

In the London Times of November "we find, among other modest assertions, the following:—

Lord Eigin reached Nagasaki on the 54 of August, and found

In the London Times of November 'we find, among other modest assertions, the following:—

Lord Elgin reached Nagasaki on the 3d of August, and found no one; there but some Japanese underlings and some Dutch no one; there but some Japanese underlings and some Dutch officials, who university gave him small hopes. Thence he went, staggering through one of the tremandous gales that yer those seas, to the wretuched tarbor of Simoda, where the Americans are in power; and at tais place he for the first time discovered the workings of the cehes of his own doings on the Pel-ho. It seems that as soon as the Tien-sin tresty was arranged the American Commedore tushed off to Japan to take advantage of the consistration certain to be created by the first news of recent events in the Fel ho. It was smartly imagined. He found at Simoda the American Consul General just returned from Jeddo, whither he had been upon a six months' mission, rainly importuning for some commercial privileges. The Commodore immediately took him on board his ponderous steamer, the Powhalm, and steered right saws for Kanagawa, a six tion Portrible stories and frightful anticle the commercial trivileges. The Commodore immediately took him on board his ponderous steamer, the Powhalm, and steered right saws for Kanagawa, a six tione Perry's time, about fifther has list conservative and progressive parties. The Prince of Boringo has sood aboutly for the socient Japanese constitution and no foreign competition. But when the American ship of war appeared, and when the American ship of war appeared, and when the American ship of war appeared, and when the American ship of the progressive party. Prince is oring retired, and Prince Bitau taxes his place. Under the new administration Mr. Harris, the Consui General, was admitted to an interview with the Emperor: ports were opened, and commercial tariffs agreed upon pretty much as is set forth in the statement we horrow from the North Othena Heradu.

na Herald.

Now, while showing how utterly groundless is the fore going extract, I would not be understood as wishing to reflect upon the deserved glory of Lord Figin. That gentle man has carried himself with ability and energy throughout his entire mission; and never, I feel confident, would endorse the abourd stories just quoted. I rather think that it is to all Eliphisstone—a member of his suite—that the Temer is indebted for this extravagant shipment of however.

that it is to a Mr. Elphinstone—a member of his suite—that the Timer is indebted for this extravagant shipment of—humbug.

Instead of "rushing off to Japan to take advantage of the consisteration certain to be created by the English guns at Tien tain," the American Commodore had some months previously informed the government at Washington that he should pass most of the summer in Japan. Moreover, no one but a landsman (and an ignorant one at tast) could ever suppose that the English victories in the north of China would be heard of in Japan under some months. The American Commodore would therefore, himself, have had to be the bearer of the news which was to prove so powerful a talisman; and any one at all acquisited with Japanese brains can see very well how they would have received it. They would have shrugged their shoulders, smiled, and said—"You wish to righten us with itea."

Again, instead of finding Mr. Townsend Harris, lately wreturned from Jeddo, whither he had been upon a six months' mission, vainly importaning for some commercial privileges," as the Timer states, we found him living quietly in his large house, several mouths having elapsed since his return from Jeddo, with an excellent treaty in his pocket, and with a kind of private treaty in addition which bound the Japanese to sign the draft and complets one on the lat of September, 1853.

The Commodore no sooner learned this and read the document—no one on board had any idea at all that Mr. Harris had a treaty under way at all—than he exclaimed, "By Jove, Harris, you have got a magnificant treaty here. I had no lites you were after anything of this sort. And now let megive you a word of advice: You have been hard at work for nearly two years in bringing this about, and to you belongs all the credit. If you put off the signing until the let of September, 1863.

French and Russians will be over here and get the start of you. Now, you have got unbounded influence with these people. Why not jump on board the Powinstan to-morrow, steam around to Jeddo

to the mail at once."

"All right, Commodore," replied the Consul General.

"I'm obliged to you. I think it can be done."

And it was done, and just in that way, and without any threats or compatition on our part. As to the "American version of the warliet operations in China." having influenced the judgment of the princes, it is absurd. We almired greatly the conduct and general character of Sir Michael Soymour, the English Admiral, and would have liked to have stood side by side with his brave officers and men in many of their battles, but we never haid these battless up to frighten the Japanese. Indeed, I much bout if any officer or man of the ship ever once referred to the operations of the English in China.

So much for the truth of this extract from the colors.

Fig. 18 in China.

So much for the truth of this extract from the columns of the Thunderer. I would advise Western Jove to open Eastern negotiations upon his own account—and to be obtained, a reliable correspondent from tops part of the

decamed, a remain correspondent from this part of the world.

General Keenan, United States Consul to this port, arrived to reassume the duties of his office a few weeks back. He met with a brilliant reception from the American shipping in port, all of which "oreseedship" in monor of the occasion. He is well entitled to such a demonstration—liked and respected by every one. He brings with him a Pennsylvania bride to said to the last of Hong Kong beautics, stready quite a lengthy one.

You will have doubtless heard ere this of the large trade which is already springing up between thins and the newly opened Japanese port of Nagasaki. Vegotable wax, silks, larguer ware, being and porcelain seem to be the chief exports.

which a already partinging up between the ha and the newly opened Japanese port of Naganasia. Vegoslable wax, silks, lacquer ware, hemp and porcelain seem to be the chief exports.

And now, in ending this letter, I would say a few words in justification of the acts of one who has lately been most ungenerously and untruly attacked through the columns of nome of our leading journals. I refer to Flag Officer James Armstrong, woo left this station some eighteen months since in bad health, after turning over the squadron to bis successor. Fing Officer Joslah Tatusail. The substance of these attacks may be summed up in a few words—for they all evidently spring from the same source. "Since the squadron has passed from the hands of Flag Officer Joslah Tattonil." says our friend, "things have matersone a most automishing change. The ships now, instead of remaining sile in pert, are actively sympleyed, and things generally have a different appearance"—or words to that effect. It is such broadcast and appearantly matter of fact assertions as these which often injuce a fruitiess officer and becefft no one. It is secondly necessary to remark here that they are all, without a single exception, totally without foundation. High Officer Armstrong is too well known to require enlogy from any one. It is unconfidedly true than he kept the San Jacinto many menths in this port, as the writer asserts, but at the time the whole country about Cauton was in a blaze of civil and foreign war, inflices of American of American property were in pertit the lives of American commander-in-chief to show his farge is about the eye of him who strove to injure one housest man while needeesily praising another, who is above the praise, it may be a satisfaction to him to learn that no true man ever acceptual inter not equally deserving.

The Musisstppt on Her Way Home with the Japanese Delegation.

United States Fridaire Mississier, Hone Kong, Feb. 13, 1859.

Again at Hong Kong—Crew Healthy—Chinese New Fear-The Robberg and Murder on the American Ship Ma-tif Mecanents of Lord Elgin-Turget Practice—The Na-guarki Consulship—The Germantown at Manila—About for Home—Antict of a Yankoe Captain—Large Dry Dock at Amoy, do , de.

We are again in Hong Kong, arriving here on the 8th from Whampon, where we have spent fifty seven as dull and miserable days as could be well conceived. For the last thirty days of our stop in the river the weather had been extremely disagreeable and cold, the sun only favoring us with its rays for three bours during that time; provious to our leaving fever and ague, dysen-tery and diarrhoes had made their appearance on board; but by prompt action on the part of our medical officers, the patients are nearly all restored to health. These officers have had a great deal to do besides attending on their ship's company, as there was some sickness among the shipping, and several men on shore sick, all requiring medical treatment, which was all promptly attended to. Assistant Surgeon Wales, of this ship, performed three or four very important operations among the Chinese, and one or two among the crews of the ships. He is a very skilful young surgeon. He is from

Baltimore, and well may she be proud of him.

By the last mail I sent you the fact that the master of the American ship Mastiff had been robbed, and that a part of his crew were in prison. Since that letter loft, one of the crew has confessed and told the whole story. He says that the cabin (Chinese) boy was murdered by board; that they then stole the money out of the cabin, buried it in the hold amongst the ballast, where about thirty sovereigns have been found. A few days after the robbery the dead body of the cabin boy was picked up alongside of that ship. The crew was shipped in Australia, and are all Englishmen of the very worst characters.
On the 3d of this month China New Year was celebrated with considerable pomp by the Chinese of Whampon, New town and Bambootown, and Josh was feasted in all sorts of shore were pretty freely decorated off with red Josh for Josh. In the evening the feast of the lanterns made

shore were pretty freely decorated off with red Josh paper, while all sorts of noises were made, chin-chining for Josh. In the evening the feast of the lanterns made quite a display, and every one scemed to be hanpy. On that day all debts must, by the Imperial laws, be paid. Accordingly, censiderable money changed hands during the day, even our little washerwomen were after us for the few coppers due them for washing, in order that they might pay off their liabilities.

A rifle company has been formed on board of this ship, with the intention of celebrating our return tome by a target excursion, while the men are waiting to be paid off. You can rest assured that it will come off in fine ship, such as will be a redit to our boys and the nary. When we left the river everything was quies, and business at a stand still, the shipping waiting freights had all sails unbest, and most of their crows discharged.

On the 2d instant lord Elgin arrived at this port from Shanghae; on the 4th, he proceeded up to Canton; as he passed this ship in the river we hosted the English flag at our main, and saluted him with nineteen guns, which was returned from the frigate Cambrian. He and Admiral Seymour have both been on a tour of inspection in the vicinity of Canton. The report that the distinguished gen themson had failen into the hands of the rebel party turns out most happily to be a false report.

On our way down from Whampon we stopped near the Boco forts and fired at a target placed on abore, a distance of seven hundred and fifty yards from the ship's company attached to the United States navy, and for shooting or drilling we challenge any ship aloat to beat us. We claim the honor of being the A No. 1 ship's company of the American navy now afford. When the day comes for our examination, and the successful candinder, and he is appointment, which I does to repeat with a plant at work, with the aid of certain merchants in Hong Kong, to precipe the conduction of all, should be succeed in getting the appointment, which I doeb t

een for the assistance rendered by Mr. Harris to Lord gin that he would not have succeeded in getting his cuty eigned. The Eggish ships of war spoken of in a former letter a being on home at the north hard in the letter.

been for the assistance rendered by Mr. Harris to Lord Egn that be would not have succeeded in getting his treaty signed.

The Epgish shipe of war spoken of in a former letter as being on shore at the north have, by the late unusual high tides in the river, been got of, and have arrived at Shandarke. An arrangement has been made with the mandarks of Fat Chan, by which all foreigners are to be permitted to visit and trade in the place. The English steamer Five Brothers was wrecked a few days ago in what is known as the Cropchi passage, by striking a surken rock, and has become a total wreck. During the year 1858 one hundred and sixty-four American vessols arrived in Houg Kong from New York, Boston, Baitimore and California, the tonnage of which announced to one hundred and forty nine knousand and six hundred and sixteen tong, amoet double that of Great Britain, which was only eightly six vessels, tonnage fifty four knousand five hundred and intry one tons. The latest dates, six days ago, report the robel party as being quiet at the North, especially since the execution of their principal chief, Scha Fong, who was captured by the imperialist. Twan, the provincial pacificator, who was at one time little thought of at the north, has become quite popoisr, and he is resulted and otherwise idolized by the peace makers at the north. Heath of officers and men rood.

Capt. Soule, of the American clipper ship United Buly, has cut up quite a farce in Hong Kong lately. Which and trued to run his crew ashore by hard and cruel treatment, which is said to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard and cruel treatment, which is and to have been of a very hard handeres of the Lucle

BOMRAY, Fab. 9, 1859 Reed-The Calemnies of the London Times Against the United States Commissioner—Lord Elgin's Tribute of Re-gard to Him—English Self Conceil and Notions About America-The War in Oude-Activity of the East Indian

the 16th pit , from Point de Galle and Colombo, and ha been from that time to the present the great attraction of the place. She brought the Hon. W. B. Reed and suite, who left this by the last mail steamer, the Northam, on their way home, via Italy, &c. Mr. Reed proposed to journey leisusely towards the United States, and reach there some time in May. It was, I assure you, a great source of satisfaction to the few American residents of Bombay to be enabled to learn, from the parties so directly connected with the recent Chinese negotiations, the exact amount of American success in the matter. Of course it is well known at home with what engerness the English press seized upon the first intimation of anything which might by any possibility tend to detract from Mr. Reed's fair fame, and how savagely joyous the London Times was over its correspondent's China letters. Puppy-dog like, any of the English colonial presses in this part of the

world echoed the Thunderer's bark, till the mieds of evan good men were so thoroughly impreguated with the idea that our Plenjoycentinary was but a Russian "catapar," they were hardly withing to treat him with common decency; and could the slery of the Minnecota's whit to Singapore be written, we fear it would not redound to the credit of many of the British authorites in that place. To say that the story of the Prisses is false is but a mild expression. It was one of the meaners, most ungentionally, contemptible articles ever published; but why should we complain? Who expects to find in this sheet anything honorable when the United States is concerned? But why dwell upon this longer? As Daniel Webster once and of Massachusetts, so we can say of Mr. Reed, and the result will prove that he needs no defence at the hand of a single countryman. His dignified silence has already done more for his vindeation than page of angry retalisation. It is sufficient for us to know that Lord Eigin's expressions towards him were of a kind to utterly refute the base charge of his lordship's secretary. In parting with our Minister, he says:—"I am indicated by you fer some of the happiest hours of my life." A curious diplomat must Lord Eigin be to give utterance to such a sentimest; when Mr. Reed, as the faithful Time: correspondent asserts, was doing all in his power to render abortive the altermips of the English Minister to form a favorable treaty.

The English public of Bombay has been very kind to our officers daring their stay here, and their many little attentions will not soon be forgotten. Brother Buil has a great many good qualities; take him over his beef and beer, and a right jolly fellow he is. His great fault is self-conceit, and in too many instances it is the conocit of ignorance. He stares with wonder at the beautiful Minnesota; don't believe at first that she is American; thinks she must have been built at Plymouth; then she in to 3,700 tons, because the Royal Albert ship-of the-line is no larger; her Dahlgree gu

which the spray dashed so imposents are the spring into being outside of his own narrow compass of ideas.

The war in the East is almost a dead letter; for nearly a month we have beard of scarcely a single engagement. Tantia Topee, who a while since was supposed to be on his cliast legs," has again escaped, and fleeing into the Nepaul country, has there been joined by Nena Sahib and sundry other of the "recumants" of the rebellion. In fact, the war in Oude scems to be extinguished, at least for a time, Aithough there are many rebois still in arms, yet, without leaders, and thoroughly disorganized, there is little to fear from them, save as bands of robbers; and even in such a manner of warfare, in face of the numerous columns of English soldiery, there is little to fear. It is hoped and believed that Nepaul will not long remain an asylum for these outcasts. Already Sir Jung Bahadoor has proclaimed against them, and will deliver to British authority any who may fall into his hands.

It is curious to note the effect of all this upon trade—roads have been opened, accumulated stocks of produce released, bullocks and carts which had been monopolized released, bullocks and carts which had been monopolized released, bullocks and carts which had been monopolized

an impotus given to the business of this place really wonderful.

It is estimated that the linseed crop of Bombay will fully
equal this year that of Calcutta. Other oil seeds, such as
rape, mostard, poppy, gingelly and teel, are in great supply, and the exton crop is roughly calculated at from
70,000 to 1,000,000 bales—more than double that of any
former year. We certainly hope there is a good time
coming for shipping in those parts.

It is really automishing to see the vast amount of produce daily pouring into Bembay. I don't think it is goncally known in America—scarcely imagined, yet true,
nevertheless, that Bombay will have, ere ten years have
becaused, the largest trade of any port east of the Cape of
Good Hope.

NEWSPAPER ACCOUNTS.
[From the Rotterdam Courant, April 5.]
Returns of trade have been received at the Department
of the Counties from the Commissioner for the Netherands, at Nagasaki, Japan.
Nov. 3, 1858.—Sailed, the British schooner Vindex, for
hanghae, with about 500 boxes wax, laquered ware and
porcelain.

porcelain.

Nov. 10.—Arrival of American clipper ship Florence, 1,200 taps, from Shangmae. This ship, together with the following British and American ships, were allowed to trade under the additional stipulations.

Nov. 14.—Arrival of the American clipper Aun, 600 tons, with 100 Chinese sheep for the government of Japan. This vessel sailed for Shanghae on the 17th November. Nov. 25.—Arrival of the British schooner Vialag, from Shanghae, with sapanwood, tin, broadcioth, cotton goods, and Chinese medicines.

Nov. 28.—Arrival of the Dutch ship Oldenbarneveld, flock master, from Batavia; cargo, sundries.

Hock master, from Batavia; cargo, sundries.

Dec. 1.—Arrival of the American clipper Ann, from Shanghae, with sapanwood, rhubarb, sugar, and sunries.
Dec. 9.—Sailed, the Vindex, for Shanghae, with wax, undries, and samples.

pec. 2.—Sailed, the Vindex, for Shanghae, with wax, undries, and samples.

Dec. 20.—Sailed, the Oldenbarneveld, for Batavia, with dies, copper ware, silks, &c.

Dec. 24.—Arrival of the Vindex, from Shanghae, with in, lead, dyestuffs, cloves, pinang, tortone shell, sapanvood, rhubarb, woollen goods, watches, &c.

Jan. 4, 1859.—Sailed, the American clipper Ann, for banghae, with coal, rice, rapesced, camphor, soya, lacuered ware and porcelula.

dered ware and porce'sin.

Arrival of the American schooner Maria, from Shanghae, with sapanwood, logwood, beteinuts, and catechu.

Arrival of the British ship Henry Collie, from Ningpo, with Chinese and Spanish goods, woollen goods, athaca, objected colou goods, rhubarb, cloves, catechu, vermition, indigo, sniseed, cinnamos, nutmegs, icmon peci, medelines, candies, &c. Jan. 6.—Arrival of the British ship Versailles, from

Jan. 10.—Arrival of the Dutch ship Gelderland, from Jan. 10.—Arrival of the Dutch ship Gelderland, from Jatsvia, with sundries.

Arrival of the Dutch schooner Anna and Jacob, from Insterdsm (late from Hong Kong), with sundries.

Jan. 12.—Arrival of the British ship Egmond, from

Jan. 19—Arrival of the Borksh tensorer. Stanghae, cargo not known.

Jan. 20.—Arrival of the American schooner Fernando de Morzagnas, from Shanghae, with Chinese sugar, sapan-cood, rhubarb, &c.

Advices had been received from the United States Consul General, dated, Simola, Bec. 16, 1858, according to which no foreign vessels had visited that port.

Matrimonial Items.

DIVORGE CASES IN INDIANA.

Hon. G. S. Orth, says the Lafayette (Ind.) Journal of the 20th Inst., held a "Divorce Court" for Judge Test on Saurday, and made the following decrees:—
Coulsen vs. Coulsen; divorce at plaintiff's (husban1) costs. Cause—Incompatibility of temper.

Marshall vs. Marshall; divorce at defendant's cost; \$1,000 alimony granted to the plaintiff, with the ensody of the children. The defendant is Robert Marshall, of this city, who is serving out a term of imprisonment in the penitentiary for passing counterfeit money.

Traband vs. Traband; divorce at defendant's (husband) cost—custody of children given to plaintiff. Cause—Abandonment and drunkenness.

Shigley vs. Shigley; divorce at plaintiff's (husband) cost. Cause—Locompatibility of temper.

Bickerstaff vs. Bickerstaff; divorce at defendant's (husband) costs. Cause—Iboundent.

Gurth vs. Gorth; divorce at plaintiff's (wife) cost; custody of children given to the wife. Cause—Abandonment.

Garth vs. Garth; divorce at plaintiff's (wife) cost; custody of children given to the wife. Cause—Abandonment.

The cases of Alien vs. Alien, Elisworth vs. Ellsworth, Claridge vs. Charidge, and Young vs. Young, are still held abder advisement.

The cases of Airen vs. Area, haven a vs. Lashora, Cardge vs. Claridge, and Young vs. Young, are still held under advisement.

A LARGE DIVORCE DOCKET.

The Geshen (Ind.) Democrat says that the divorce locket of Ethnart county has enrolled the names of thirty-time applicants for insumina and seccession from the state of matrimory.

ENPLOITOR A KENTUCKY LADY.

The Louisville Journal relates a "rich affair," which occurred some five miles above Louisville, in the river road, on Thurstay evening hast, in which on interesting and refined Kentucky hady severely whipped a husbant whom she had discarded, both parties being present at a trial before a Justice of the Pence, the secretly ordered her negro boy to unhited the borze attached to the buggy in which the hashand had come, so as to prevent his escape, and naving get hold of the whip of Ibeput Sheriff litte, without exciting any sorption as to her intentions, awaited the exit of her bushand from the temple of justice after the termination of the trial. As soon an he stepped out she commenced behaboring him numerically with the whip. He made good time to the buggy, pursued by her, but to his chagrin he found his horse unhitched, and returning, still pursued by her, he called upon the officers for protections. She protested against any interference, remarking that he had a set of teet in his mouth that were paid for by her, and she wanted to get them.

ELOPEMENT.

Mrs. Isadore Paulin, tormerly of St. Joseph, Mo., a lady about ferty, uncomely, pitted by smallpox, and infect to be pited, has cloped with her husband's clerk, a more bey of twenty etx, leaving her husband to regret her absence, that of his little girl taken with then, the loss of quite a large sum of money, and the said want of gratitude manifested by the youth, whom Mr. Paulin adtreated like an indulgent parent, all unconscious that he was harboring a servent.

A man living near Nashville, who had been absent in California some three years, on coming home recently found a babe only three months old lying in the craile. With a cruelty utterly diabolical, he at once cut off the infant's ears to avenge his "wonded honer." The accessing of the little sufferer called in the family, when the infuriated man learned that the child belong to a naighbor who was visiting his wife. He had to flee to escape a lynching.

THE JUNIOR MUTINEERS.

Sentence of the Junior Hetineers in Beaters (From the Boston Traveller, 1972).

In the United States Green Court, the morning, at nine olooks, Cyrus W. Humer, Richard Cartha, William Herbeits of the Whalesh of the Wh life, to used my beat efforts to preserve life, and did in two of servation of 1fe, was instrumental in preserve and extenting it to the owners. Without going into our envandered ing its of the owners of the without going into our envandered ing its of the extended of the company on board the ship Junior, and had command of the ship and men, having been placed in that command by others without any previous arrangement, design, or solicitation of my own. And I maintain that all my power and influence in that position, and up to the time at which I left the ship, were used and exerted to prevent bloodshed, to preserve iff, to restract thiswing, to protect property, and that my induces did actually preserve the lives of two of the officers of the ship.—Mr. Lord and Mr. Provest; and not withstanding what has been said to the contrary, as I have learned, by the counsel for any fellow presourer, if allowed the ship, can be addicted—as my fellow prisoners, if allowing the state of the ship, and be addicted—as my fellow prisoners, if allowing the state of the ship and the state of the ship and the state of mine, as commander of that ship, can be addicted—as my fellow prisoners, if allowing the state of the ship and the state of the ship are the ship and the ship and the ship and the ship are the ship are the ship and the ship are the ship and the ship are the ship are the ship and the ship are the ship and the ship are the ship are the ship and the ship are the ship and the ship and the ship are the ship and the ship and